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Hongkong Daily Press.

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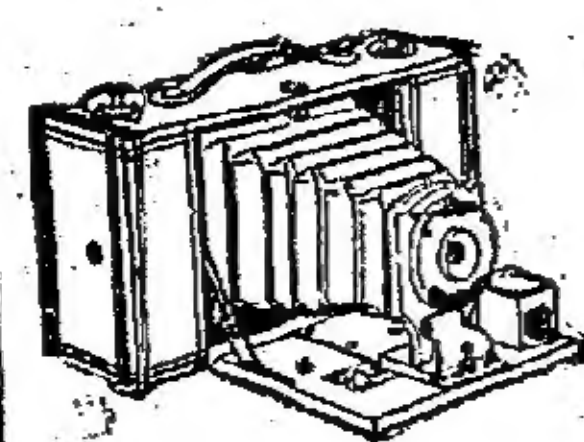


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The Daily Press.

HONGKONG, NOVEMBER 23RD, 1910.

From time to time somewhat severe critics of Japan have expressed the opinion that her civilization is only skin deep; that what she has adopted from the West has only been taken as a means of protection, as insects assume the colour and even the shape of the leaves on which they feed in order to protect themselves against their enemies. One of the latest opponents of this theory is Mr. JAMES MURDOCH, who in his *History of Japan* advances reasons for saying that the resemblance of Japanese civilisation to Western civilisation is "merely an old and fortuitous coincidence." When the Feudal system was abolished in 1871, Mr. Murdoch contends, the statesmen responsible for the overthrow of the Tokugawa régime did not go to Europe for their models. "They simply harked back for some eleven or twelve centuries to their own history and resuscitated the administrative machinery that had first been installed in Japan by the genius of FUJIWARA RAMATEMI and his coadjutors in 645 A.D., and more fully supplemented and organised in the succeeding fifty or sixty years. The present Imperial Cabinet of ten Ministers, with their departments and departmental staff of officials, is a modified revival of the Eight Boards adopted from China and established in the seventh century. Again, the present system of local administration in Japan with its *Fu* and *Ken* (Prefecture), its *Gun* (County), its *San* (Village or Township), may well seem to be on the

model of the French Département, Arrondissement, and Commune. But it is really nothing of the kind. It is a revival of the local administrative divisions introduced with modifications from China into Japan some twelve and a half centuries ago. The present administrative system is really a system of hoary antiquity that was revived to cope with pressing modern exigencies." Mr. Murdoch's evidence, it will be observed, does not really knock the doctrine of "imitation" on the head; it merely shifts it back some years, and makes the place of origin China. Further, it rather strengthens the arguments of those who hold that Japan remains Japan in spite of Imperial Diets, daily newspapers, and electric tramways. Of course, half a century is hardly sufficient to change the feelings and opinions of even so fertile a nation as the Japanese, and it would therefore not be surprising to find that the Japanese of to-day differ from the Japanese of the Tokugawa age merely in degree, not in direction; that Japan's statesmen now are guided by the same principles as those which swayed the statesmen of pre-Restoration days, and that the point of view of the people is as limited by the governing classes as ever it was.

It would be mere wilful blindness to close our eyes to certain facts which go to show that Japan has, at least, not advanced mentally very far from the feelings which prevailed before the country was thrown open to foreign trade. Japan was then regarded by its inhabitants as a special country—"the land of the Gods"—far removed from other countries in her people, her institutions, and even in her products. To allow foreigners to enter the country was to defile the land. Even now such ideas are still cultivated, as an examination of the school books used in the elementary schools soon shows. But among adults it is, of course, hardly put so bluntly. It is more betrayed in deeds than words. Take, for instance, the agitation in favour of direct trade—an agitation, by the way, which has resulted in the editor of one of the foreign papers published in Japan being mulcted in the sum of \$2,000 for an alleged libel on a Canadian official who gained great popularity by everywhere advising the Japanese to get rid of the foreign go-between and open trade relations direct with foreign importers. Granting that the remarks were libellous—they were not original, but quoted from a Canadian paper—the fact remains that never before in the history of modern Japanese judicial procedure has any Court granted what may be called fancy damages in an action for libel, the judges requiring to be clearly shown that some actual pecuniary loss was suffered. This, however, is only a minor incident. The main point is that there is a strong feeling against foreigners having any share in the trade of the country at all, and that this feeling is fostered by the Government, the officials of which take every occasion to urge the merchants to get all the trade into their own hands. As the majority of the foreigners in the country are engaged in trade, this practically means the exclusion of foreigners except those engaged by the Japanese themselves. This attitude towards foreigners is not confined to Europeans and Americans; it is equally manifested towards Chinese, through whom the greater part of the trade with China is conducted. It has been pointed out that this handful of foreigners—for they are only a handful compared with the population of Japan—supplies practically all the capital by which the foreign trade is carried on; and that they take all the risks. But such arguments, even when advanced by those who have consistently evinced their friendship for Japan, have not served in the least to allay the agitation. Another part of this same movement is the new Customs Tariff, to which we have already referred several times in our columns. There is no doubt that the framers of this tariff were carried away by the desire to emphasise the fact that what is called "tariff autonomy" was about to be recovered; that is, the old Conventional Tariffs attached to the former treaties would lapse with those treaties, and that all imports would come under the Statutory Tariff. The recovery of tariff autonomy was a cry almost as powerful as that of direct trade, although, of course, there was nothing derogatory to Japan in the existence of such conventional tariffs. The result has been that Japan has succeeded in treating rather roughly on the toes of her ally, not intentionally, but in an excess of zeal to get rid of all foreign influence. Another point is in regard to the perpetual leases held by foreigners at the open ports, which leases, according to the finding of the

Hague tribunal, exempt the holders from the payment of all taxes on the land or houses situated on the land. The matter was a trifling one. No such taxes had ever been paid before on the property, so that really the Government and the Municipal authorities did not lose anything; but the exemption was looked upon as an infringement of Japan's dignity, and was fanned into another agitation, in which Government officials did not think it beneath them to take part. The latest phase of this exclusive feeling arises out of the new Customs Tariff. It appears that among the articles upon which a prohibitive duty has been placed is soap. Messrs. LEVER, it is reported, now propose to establish soap works in Japan. In fact, the land has already been purchased and the factories are to be erected immediately. As a result the Press is now reproaching the Government for having oversteered the mark, and the question is asked—What is the use of framing a protective tariff if foreigners are to be allowed to come and erect factories in Japan? It would be useless to show that Messrs. LEVER will really be benefiting Japan by their proposal; that the workmen will be all Japanese and be very much better treated than they are in Japanese-owned factories; that the consumers will be supplied with a superior article at a lower price than any Japanese manufacturer can produce; and that Messrs. LEVER will only be taking the interest on their capital. It is enough for the condemnation of the proposal that it is to be worked by foreigners. Only recently a prominent Japanese statesman warned foreigners, in almost a threatening manner, against establishing their factories in Japan. Great Britain, by an amendment of her patent laws, recently endeavoured to encourage the establishment of foreign factories on her shores; Japan is doing her best to keep them out. With this exclusive policy prevailing it is only natural that all the schemes promoted since the war for joint enterprise between British and Japanese have broken down, owing apparently to dissensions. It must be admitted—however sorrowfully—that while the Japanese are very eager to take foreign capital, they refuse to allow foreign control. It is with no anti-Japanese feeling that we make these remarks. It is simply with a desire to recognise the truth, and the whole truth. To some degree the fault seems to lie with the present Government, which has reversed to a large extent the liberal policy of its predecessors. It is perhaps natural that after a great war military rule should obtain an ascendancy, but it is not good that this ascendancy should be maintained to the detriment of the country and the impairment of its foreign relations.

Major Brodie A. Clarke, second in command of the Shanghai Volunteers, has resigned under the age limit.

A typhoon warning from the Manila Observatory received yesterday afternoon stated that a cyclone or typhoon was E.N.E. of Manila was moving W.

Mr. J. R. Wood fined a Chinese \$25, with the alternative of one month's imprisonment, at the Magistracy yesterday for keeping an eating-house without a licence.

A Chinese who was found guilty by Mr. E. R. Hallifax at the Magistracy yesterday of keeping an opium den and selling opium at 26, Cochrane Street, was fined \$303, the alternative being ten weeks' imprisonment.

For snatching a hangle from the arm of a seven-year old boy in Lee Yuen Street Mr. E. R. Hallifax at the Magistracy yesterday sentenced a thief to twelve months' imprisonment, six hours' stocks and twelve strokes of the birch.

The Royal Garrison Artillery Sergeants' Dance Club held an enjoyable quadrille party in the R. A. Theatre, Victoria Barracks, last night. The party was well attended, the Sergeants proved admirable hosts, and dancing continued merrily from 8 p.m. till midnight.

The trial of the Chinese who was charged with attempting to obtain \$2,500 from the Hongkong and Shanghai Bank on a forged draft was concluded before Mr. J. R. Wood at the Magistracy yesterday. The defendant was committed for trial at the Criminal Sessions.

The third and last practice dance in connection with St. Andrew's Ball, took place last night and attracted a larger attendance than any of the others. The Strathpey was danced with less hesitation, and the other dances presented no difficulties. The M. C.'s are to be congratulated on the result of their efforts.

A Chinese appeared before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of being in possession of 2,500 taels of loose opium. Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon) appeared for the defendant, who pleaded not guilty. The case was remanded, and bail fixed in the sum of \$1,000.

A libel action arising out of the June rubber settlements at Shanghai was decided in the Supreme Court last week. The action was brought by John McDowell against H. J. Roops, who, it was alleged, had caused the libel to be published in the *Godama*. Plaintiff was awarded damages in the sum of \$3,000.

TELEGRAMS.

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CHINESE ASSEMBLY AND THE GRAND COUNCIL.

PROTEST TO THE THRONE.

PEKING, November 22nd.

An anti-official feeling has been revived in the National Assembly because the Grand Council referred the Assembly's memorials on the salt and education questions to the Boards concerned.

One member, in a speech, said the Grand Council overrides the suggestions of the National Body, and that such officials caused the downfall of the Ming Dynasty.

Others declared that there must be an end either to the Grand Council or the Assembly.

Finally a committee was formed to draw up an unequivocal protest to the Throne.

JAPAN'S DREADNOUGHT ORDER.

JAPANESE PRESS COMMENTS.

Tokyo, November 22nd.

The Government order of a Dreadnought in England has occasioned much comment in the newspapers, which regard it as a contravention of the announced policy to build in Japan only.

The Navy Department announces that the advance in naval construction necessitated the placing of the order in England.

The "Yorodzu Choho" foreshadows the building of a sistership, but whether it will be constructed in a British or Japanese yard is not disclosed.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

THE CHANCELLOR ON HIS BUDGET.

LONDON, November 22nd.

Mr. Lloyd George, Chancellor of the Exchequer, in a speech, contrasted the productiveness of the Budget with the deficits in Protectionist countries, instancing Germany, which had been compelled to raise the Kaiser's salary owing to the increased cost of living. Yet the House of Lords threw out the Budget as an unclean thing because it dared to touch the land. The coming election would make it impossible for the hereditary House ever to reject another budget.

THE INTERNATIONAL RAILWAY PROJECT.

LONDON, November 22nd.

M. Zwegintseff, who is on a mission to London with a view to obtaining financial support for a scheme for an international railway from the Caucasus to Baluchistan, considers that a capital of twenty-one millions sterling will suffice. The Russian share, he says, is ready, and the scheme is benevolently regarded in official quarters. It now remains to ascertain the views of the financial groups in Great Britain.

Prince Ferdinand Francis, Duc de Montpensier, brother of the Queen-Mother, and uncle of the deposed King Manuel of Portugal, arrived at Yokohama last week. He is deeply interested in the study of China problems.

Mr. G. W. Barton and family left by the *Kamo-maru*, which sailed at daylight this morning for England. Mr. Barton, who has for some years been in charge of Messrs. Douglas, Lapraik & Co.'s interests at Amoy, and has been in charge at Hongkong during the absence of Mr. White, is going home on holiday for the first time since he came to the East twenty-two years ago.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. A. W. Brown (Registrar-General), Mr. A. Shelton Hooper, Colonel Bedford, R.A.M.C. (Principal Medical Officer), Dr. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Tsai, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (secretary).

OFFENSIVE TRADES.

The reply from the Government relative to offensive trade licences was as follows:—

In reply to your letter of the 13th ult. I am directed to inform you that in the opinion of the Attorney-General permission granted by the Sanitary Board to establish a dangerous area for offensive trades is revocable by the Board at any time, while the special conditions referred to in the resolution of the Board appear to already exist in the Public Health and Buildings Ordinance, and bylaws on offensive trades are provided in the Schedule. In these circumstances his Excellency the Governor is of the opinion that there is no necessity to amend the Ordinance.

Mr. HOOPER intimated—I am glad to find we have power to revoke a licence at any time; also to issue conditional ones.

Mr. HOOPER—That was my reading of the opinion. I don't know whether it is correct.

The PRESIDENT—Perfectly correct. The Law Officer of the Crown has given it as his opinion that the Board has power to make special conditions, and has quoted certain cases to show that this can be done. In the circumstances it will be unnecessary to amend the Ordinance as we recommended. I take it that the Board will now be prepared to consider the case of this man at Fu Yu Street, Samshuiipo. He has been chased during the last fortnight or three weeks from pillar to post trying to find fresh premises. I think we might reconsider the question and give him a temporary permit to remain where he is until such time as Samshuiipo shall be laid out.

Dr. FITZWILLIAMS—There are several other cases of the same kind coming up, are there not?

The PRESIDENT—I think so. There is another paper to-day in which the Assistant Medical Officer of Health recommended that the licence be refused. When we come to that I will propose that the matter be referred back to the A.M.O.H.

Dr. FITZWILLIAMS—With the exception of the one on the paper to-day, would it not be as well to refer the rest of the cases back and have them all brought up together.

Mr. HOOPER—I think each application has to be taken on its merits.

The PRESIDENT—I don't think there is any other case which is on all fours with the last two. I don't remember any case in which we refused a licence in Victoria or Kowloon where the offensive trades areas have been pretty well defined. We refused several at Tai Kok Tsui because the area there has not been defined. There is another case at Samshuiipo, but it might be as well to let the matter stand over and bring it up at next meeting. I propose that the resolution passed by the Board on August 30th refusing the application for a fat-bolling licence at 16, Fu Yu Street, Samshuiipo, be rescinded, and in lieu thereof that a permit for six months be granted.

Mr. LAU CHU PAK seconded, and the motion was agreed to.

A second application for an offensive trade licence at No. 172, Praya, Samshuiipo, ground floor, was then considered. Dr. Pearce previously recommended its refusal.

The PRESIDENT—I propose to refer this paper back to the Assistant Medical Officer of Health for a further report in view of the recent opinion given us by the Law Officer of the Crown. I take it that will affect the case.

The ASSISTANT MEDICAL OFFICER OF HEALTH—Not very much. There is a certain amount of reclamation work going on in the neighbourhood and this house is at a very low level. Even if the application is granted for twelve months or so there will be difficulty in getting proper drainage.

Mr. HOOPER moved that the application be refused.

Colonel BEDFORD seconded, and the motion was agreed to.

Dr. PEARCE GRANTED LEAVE OF ABSENCE.

An application was considered from Dr. Pearce, Assistant Medical Officer of Health, asking for six months' leave of absence.

Mr. HOOPER moved that the application be granted.

Colonel BEDFORD seconded.

Dr. FITZWILLIAMS—Have arrangements been made for someone else to take over his work?

The PRESIDENT—Yes, arrangements will be made by the Government for someone to take his place.

Dr. FITZWILLIAMS—Does his appointment have to be approved by the Board?

The PRESIDENT—No.

The motion was carried.

STRAITS SETTLEMENTS MUNICIPAL INQUIRY COMMISSION.

The report of the Straits Settlements Municipal Inquiry Commission was submitted.

Mr. HOOPER intimated—A very interesting document, but it is impossible to read it, let alone digest it, in the time allowed for circulation.

The PRESIDENT—I refer to Mr. Hooper's minute I may say that a member is at liberty to have this document read to him if he wishes it. I don't think it is necessary if each member retains it for three months it will be two years before you get it, being lost on the list.

The PRESIDENT—If any member wishes to see it again I will send it to him.

Colonel BEDFORD—I have not seen it yet.

The PRESIDENT—I will re-circulate it to the members who have not seen it.

Mr. HOOPER—I take it that a paper, circulated like that and laid on the table, becomes available to any member at any time? The PRESIDENT—That is so.

AN APPLICATION RECOMMENDED.

An application from the Royal Hongkong Golf Club for permission to erect one water closet on their premises was read.

Mr. HOOPER said the only question was with regard to an independent water supply. The Director of Public Works said at the last meeting that this supply was not from the mains but from what was known as the blue pool. The question depended on what an independent water supply meant. The blue pool supplied more than one house, and might be called a subsidiary reservoir.

The REGISTRAR-GENERAL did not think that amounted to an independent water supply.

Mr. HOOPER—We granted such an application at last meeting on condition that there was an independent water supply.

The REGISTRAR-GENERAL—There is no difficulty whatever in getting an independent supply at Happy Valley.

The PRESIDENT—This particular lot of water is used, as members well know, for sprinkling the Golf Club Grounds, and if there is enough for that surely there will be enough for sanitary purposes.

The Board decided to recommend the granting of the application, but Mr. Hooper did not vote.

THE STATION HOTEL.

An application was received for permission to erect four water closets and four urinals at Nos. 11 and 13, Nathan Road.

Mr. HOOPER intimated—I would point out for the information of the new members of the Board that the adoption of the report of the committee on the subject of allowing closets in Kowloon was carried with only two dissentients.

The PRESIDENT—This paper was held back from last meeting in order that members might further consider the matter. I should be glad to hear my views they have to express.

Mr. HOOPER—I am glad to know that the only dissentient on the committee has become converted since he signed the minority report, but I would refresh his memory by reminding him that we have refused an application from Messrs. Butterfield & Swire since that meeting, which refusal, I think, was supported by the Medical Officer of Health. One great objection put forward was that the drains would be broken up by the roots of a banyan tree.

Colonel BEDFORD proposed that the application be passed subject to the European occupation of the premises.

Dr. FITZWILLIAMS seconded.

Mr. HOOPER—That is a very difficult condition.

The PRESIDENT—I think we can get over that difficulty by saying, while it remains in its present occupancy.

Mr. HOOPER—As long as it is used as a hotel you mean?

The PRESIDENT—Yes. In the case of the Oriental Hotel it was recommended by the Board for as long as it remained a hotel.

On the motion being put Mr. Hooper, the Registrar-General and Mr. Lau Chu Pak did not vote.

The PRESIDENT (to Mr. Hooper)—Do you wish it recorded that you did not vote?

Mr. HOOPER—Yes. I will wait till the Executive Council have reversed a few of their decisions and granted a few more applications, and then I may take the trouble to vote again.

The Board decided to recommend the application to the favourable consideration of the Governor-in-Council.

GOVERNMENT HOUSE.

There was an official dinner at Government House last night, at which the following were present:—Chiefs of Police, Mr. and Mrs. de Buns, Mr. and Mrs. Anderson, Mr. and Mrs. Stobb, Dr. and Mrs. Jordan, Mr. and Mrs. C. H. Ebb, Colonel and Mrs. St. John, Colonel and Mrs. Bedford, Dr. and Mrs. Barrington, Mons. Liebert, Dr. H. H. Maclellan, Lt.-Col. Sir Joseph and Lady Fyrrer, Lt.-Col. and Mrs. Chamier, Lt.-Col. Bayard, Commandor and Mrs. Ascor, Major Hart-Synnot.

The following were unavoidably prevented from being present:—Admiral and Mrs. Dundas of Dundas, Baroness d'Aethan, Miss Haggard, Lt.-Colonel and Madame Bela Dani de Gyarmata and Graf Zu Dohna, S.M.S. Tzintlau.

HEROIC RESCUE AT YOKOHAMA.

BRAVE YOUNG JAPANESE.

During a terrific storm at Yokohama recently a Japanese junk with six occupants aboard was sighted in distress off the Bund near the Grand Hotel, the men aboard shouting lustily for help. A large crowd gathered, says the *Japan Advertiser*, and several attempts were made by bystanders to aid the endangered men, but the rescuers apparently were lacking nerve to dare the roaring sea. The police, as well as various sampanmen, then tried to save the fishermen without success, until three members of the Yokohama Yacht Club, Messrs. S. A. Vincent, R. H. Box, and F. Stone, manned a dinghy, and, at great risk, made the junk and took the six men aboard; landing them amidst the applause of a large number of bystanders at the new Hatoba. The names of the rescued could not be obtained, as it is reported in their excitement they even forgot to thank the brave young foreigners who had saved them from a watery grave.

It is stated that Messrs. Vincent, Box and Stone will be rewarded shortly for their gallantry by Governor Suda in accordance with the regulations for life-saving. The Japanese papers are high in their praise of the young foreigners, who so bravely risked their lives.

Mr. Stone is the son of Mr. P. E. Stone, of Hongkong.

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THE SALARIES OF CIVIL SERVANTS.

The following extracts from a discussion in the Federal Council of the Malay States on a motion for the increase in the salaries of civil servants possesses an interest for civil servants in Hongkong:

Mr. Harold Hill suggested that pensions were of no value unless they were sufficiently large and unless the men could retire at a reasonable age. He thought 55 was far too long for the Malay States and that the pensions were inadequate. He mentioned a couple of cases. One man with 22 years' service was drawing a salary of £750 a year and if he retired now would get a salary of £240 a year; another with 21 years' service would only get a pension of £220 if he retired now. These were both high in the service and the value of the work they did was worth more than the salaries paid them. The pensions were inadequate and the men must stay on till the last moment. How could men in the service hope to marry, or, if they did, properly educate their families as they were educated themselves? They were now connected with Hongkong and the Colony of the S.S. but he failed to see why they should not have a service of their own. If the others could not pay, it was no concern of theirs in the F.M.S., who were in a position to pay for the best men obtainable and should therefore get that they were in a better financial position than Hongkong and the Straits Settlements, he asked why it was the salaries were not even as high, in some instances, as those paid in the Colony? He mentioned the cases of the Judicial Commissioner and the Chief Justice and of the Magistrates. He asked them to accept the motion not only when they were employed, but it would be to the honour and efficiency of the F.M.S. that the salaries and pensions should be revised and increased.

H.E. the High Commissioner on behalf of the Civil Service said he felt very grateful to the hon. members for the fairness in which they had spoken and also for the very generous feeling towards the service which had inspired that motion. They were aware that the matter had already engaged the attention of the Government, who were conscious that there was some little dissatisfaction, perhaps more with the prospects than with the actual amounts they were at present receiving. That dissatisfaction, he pointed out that day, the service was recruited from the same examination as the Home and the Civil Service of India. The Indian service had got the pick of men, and a fact which had to be borne in mind was that not three in a thousand could ever hope to get £1,000 a year and a pension of more than half that. The responsibility of the Civil Service in India was unfortunately more extensive than in this country, unless they took a very high appointment, such as the Residents. Then, the Indian population was enormous, over 300 millions, compared with 3 millions here. They had not here, as in India, a large class from which to draw native subordinates, and until they were in a position to do that, if they were to attempt to compete with the large salaries in India, they would be paying here for services which were not at all comparable to the responsible services rendered in India. With larger responsibilities there was a natural expectation of higher salaries. Half the salaries paid here were to men engaged in work which would be performed by the subordinate class available in India. When similar conditions prevailed here they would be getting an economy in the lower ranks and paying proportionately higher for the superior ranks. He hoped they would clearly understand that he did not imply that the existing salaries were inadequate. In fact he had said to the Government at home they were not inclined to maintain that at all. In fact he had said to the Government at home they were not inclined to maintain that at all. In fact he had said to the Government at home they were not inclined to maintain that at all.

The hon. member had suggested there was no reason why they should be connected with Hongkong. He agreed with him there, but, so far as the Colony of the Straits Settlements was concerned, he attempted to divorce the two services. From the administrative point of view it was of the greatest advantage to have the services of the F.M.S. and S.S. combined and the same salaries and offices inter-changeable. It was not only convenient to Government, but it was for the benefit of the service as a whole, as it meant a larger service and offered much better scope for the promotion. He would not follow the Chief Justice of the hon. member with regard to the F.M.S., which were very invidious, and unless one was in a position to compare the work and responsibilities of the appointments, the mere statement of the two salaries did not convey very much. He was struck by a remark of the hon. member (Mr. Griffiths), who said that public officers had many grievances which they dared not speak of to their immediate superiors and looked to outside persons for sympathy and support. He must say that he hoped that was not the case. If they were to have here, what was unfortunately the case in some countries, public servants who, instead of having confidence that their superiors were prepared to do them justice, attempted to bring outside influences to bear upon those superiors, he declared deliberately that it would make an end to all confidence between members of the service and their superiors and would be absolutely fatal to that good discipline and efficient working which, as hon. members acknowledged, obtained at present. He earnestly hoped hon. members would not encourage the idea that those responsible for the administration here were unwilling to listen to grievances of any sort or that they were unsympathetic when there were legitimate grounds for sympathy. This was a matter which, as one who had given his whole life to the public service, he felt very strongly about. If the service was to work efficiently the juniors must look to their superiors for justice and sympathy and their relations must be cordial. It was desirable not to attempt to bring outside pressure to bear upon their superiors. He would point out in regard to the resolution, it was impossible for members of the Government to vote for it, because it would be equivalent to calling upon them to revise the estimates. Moreover, the Government was in the position of having called for an officer of the Colonial Office to make

an enquiry and obtained his services, and by the resolution they would thus satisfy themselves. He thought with the hon. members would be satisfied with the hon. members of opinion they had given and which he believed was quite unanimous. He hoped hon. members would not press the motion to a division. Mr. M. Cumming said they had achieved their object in bringing this matter forward. They thought that the motion would strengthen the hands of the official who was making the enquiry, and having expressed their opinions, he had pleasure in withdrawing the resolution.

OLD ENGLISH AND CHINESE PORCELAIN.

A lecture on "Old English and Chinese Porcelain," by Mrs. Willoughby Hodgson, the well-known authority on the subject, was delivered last month at Thackeray Cottage, King-street, Kensington-square. Although the potter's wheel, she said, had been known from time immemorial in practically every country in the world, the art of making porcelain was for many centuries a jealously-guarded secret of the Chinese. It was not until early in the Eighteenth Century that that secret was revealed by a French Jesuit priest, Ebn D'Entrecasteaux, then resident in China, and it first began to be practised in England in 1745. Therefore, when people allowed, as sometimes happened, that they had specimens of Old Chelsea or Old Derby that had been in the possession of their families for two or three hundred years a little scepticism was quite permissible. A lady of her acquaintance had a desert service which, she said, was the property of one of her ancestors three hundred years ago, but the plain fact was that the desert service never came into existence until the year 1850. The art of porcelain making was sedulously fostered in China by the Emperors of that country, and it attained a very high degree of perfection many centuries ago. The famous blue and white china, however, was not heard of until the period of the Ming dynasty in the Seventeenth Century. In course of time the Dutch made good copies of it, but that was in Delft, which was pottery, not porcelain. Somewhere about the year 1740 the Chinese find that there was a great deal of blue and white china in Europe, began to make it specially for the European market. Efforts to their plates had been sugar-shaped; now they made them with a flat border for the convenience of Western people, who, unlike the Chinese, put mustard and salt on the edge. Therefore the Chinese craftsmen lost their individuality, and this they had never regained. Since about 1780 few pieces had been manufactured in China such as an antique would care to possess. The lecturer proceeded to give some hints as to how English porcelain could be distinguished from Chinese porcelain with Chinese-looking designs. The distinction was clear, Chinese and English porcelain being prepared in totally different ways. The Chinese put on the blue pigment when the paste was soft, and the colour therefore spread more or less in the process of baking. The English did not do so. Therefore the colour had more of a painted-on look, whereas in Chinese porcelain it seemed to be part and parcel of the material. One never found splashes and drops of blue paint on Chinese porcelain, such as was to be found on English porcelain, and on the other hand there were little pin-points at the bottom of the former which were never found in the latter. Moreover, Bristol and Plymouth porcelains were the only kinds which were hard, like the Chinese, and consequently could not be cut with a fine file, but Bristol and Plymouth could not be mistaken for Chinese, because both those makes were rather grey and white than blue and white. Mrs. Hodgson will deliver further lectures on the subject.

BRITISH EMPIRE TRADE MARK.

Lord Avebury presided on Wednesday, 25th October, at a Conference convened by the British Empire League, held in the Great Hall, Cannon Street Hotel, London, which was attended by a large and representative number of Delegates of Chambers of Commerce and others interested in the establishment of a British Empire Trade Mark. Mr. Freeman Murray, Secretary of the League, announced a number of regrets at absence, including those of Mr. Asquith and Mr. Balfour. Lord Avebury having introduced the subject and explained to the Conference that the British Empire League had undertaken the promotion of such scheme on the invitation of the Glasgow Chamber of Commerce, the following Resolutions were adopted:

(1) "That, in the interests of the Trade of the British Empire, it is desirable that a Trade Mark, to be known as the British Empire Trade Mark, be established under proper control, for the purpose of distinguishing products of the various parts of the British Empire."

Moved by the Hon. John McCall, M.D. (Agent-General for Farnam); Seconded by Mr. J. E. Evans-Jackson (London Chamber of Commerce).

Moved by the Hon. John McCall, M.D. should be controlled by a Council, to be formed under the auspices of The British Empire League, in association with the Official Representatives of His Majesty's Dominions Beyond the Seas. The London Chamber of Commerce, The Associated Chambers of Commerce, The Glasgow Chamber of Commerce in Paris, and all bodies as may be determined."

Moved by Mr. William Hanning (Vice-President of The British Chamber of Commerce in Paris); Seconded by Mr. G. Henry Wright (Birmingham Chamber of Commerce).

(3) "That a Council be and is hereby appointed for the purpose of preparing a Constitution together with Rules and Regulations for its guidance, and a guarantee fund of such an amount as may be deemed by them to be necessary. The following gentlemen to be members of the Council, with power to add to their number: The Official Representatives in London of His Majesty's Dominions Beyond the Seas, the Presidents of Chambers of Commerce participating, Lord Avebury, Lord Rhyll, Alex. Boyd, junr., Sir John Cookburn, Sir Jeremiah W. Herbert Daw, J. E. Evans-Jackson, Fred Gresh, William Hanning, Sir Walter Hely-Hutchinson, Thos. A. Hill, A. F. Hobson, Lord Desborough, Dr. Culver James, H. Fletcher Moulton, Sir Albert Rollet, Lord Rothemann, and Sir George Wyat Truscott."

Moved by Sir John Cookburn; Seconded by Sir John Goldney.

At the termination of the proceedings, the members of the Council present elected the following Sub-Committee to draft the Rules and Regulations for the consideration of the Council, and to report what steps they think desirable for the purpose of establishing a guarantee fund: Sir Walter Hely-Hutchinson, Lord Rhyll, J. E. Evans-Jackson, H. Fletcher Moulton, W. Herbert Daw, and the Hon. John McCall, M.D.

A cordial vote of thanks to Lord Avebury for presiding was moved by Sir Albert Rollet, seconded by Lord Rhyll, and carried by acclamation.

MALNUTRITION IN CHILDREN.

A GRAVE CONDITION READILY REMEDIED.

That great physician, Sir William Broadbent, once declared that "for one child that dies, the constitutions of half a dozen are ruined by the same conditions which caused the death of the infant."

These words cannot fail to impress every father and mother, especially when they notice that their children are not making that progress which the little ones ought. Unfortunately, this lack of progress is only too common among the children who are born in China. The result is that their parents are always anxious to send them home to England at the first possible opportunity.

These children always present a typical appearance, with their pale complexions and languid movements, for they exhibit none of that energy or desire to play which should characterize every normal youngster, and they have none of the bright look in the eye or vigorous, alert mentality, ever seeking for information, which are so characteristic of healthy childhood.

Many of these children, as they grow, either gain weight very slowly, or do not gain at all. The result is that they are small and less well-nourished as the days pass, until they become seriously ill, and before they are realized they may fall into what is commonly called "a decline."

The complaint from which these children suffer is often obscure in its origin, but that it is due to something which interferes with the nutritive function is obvious at the first glance.

HOW TO RESTORE NUTRITION.

Happily, science has, in recent years, discovered a preparation which has so potent an effect in these cases that it might almost seem as if it were worked by magic. It consists of a body-building material of pure milk, chemically combined with glyco-phosphate of sodium, a salt which enters largely into the composition of the brain, spinal cord, and nerves.

These two highly valuable nutritive substances reinforce each other's action both on the nervous and physical side of the body, while they also bring about a rapid and remarkable improvement in the blood, increasing the number of the red blood corpuscles and their quality in a manner which is little short of extraordinary.

As the result of these various actions, there is a great stimulative upheaval of all the body's natural functions. The evidence of this is, immediately, seen in many directions. Thus, the digestion rapidly improves, the appetite becomes keen and strong, the powers of assimilation are increased, and very soon the bones which were plainly visible all over the body are hidden by firm muscles and healthy fat, while the eyes brighten, the lips reddens, the face becomes rosy, and the child resumes his normal activities of healthy, vigorous, mental and physical life, and sleeps well and restfully.

Such children can successfully combat the disabilities inevitable to the tropical climate, and, provided ordinary precautions are taken, may remain with their parents without detriment to their health, and without the necessity of a separation which is an inevitable source of sorrow to all concerned.

PROOF OF A WONDERFUL CHANGE.

The preparation which works these wonders is Santogen. Every doctor knows its remarkable power to bring about the nutritive changes mentioned, for they occur in adults who suffer from the evil effects of malnutrition just as they do in children, and many cases have been reported in the medical journals. From the "Medical Press and Circular" the following remarkable instance, which may be regarded as typical, is quoted: "A girl, aged three, had always been delicate and nervous; could not walk far on account of pain in her knees. Her height was 37½ inches and her weight 32½ lbs. Fifteen months before this time it had been 32½ lbs. Although no organic or constitutional disease could be found, yet the almost stationary weight was a very suspicious point. The ordinary healthy child of her age should clearly have gained many pounds in the course of these fifteen months. The case was ordered Santogen, and on receipt of an average of 1½ lb. a pound weekly. The error of nutrition, in this instance of obscure origin, appears to have been effectually remedied by simple dietetic treatment."

Similar treatment will invariably produce a similar result, so that parents whose little ones are backward in growth or who do not develop with sufficient rapidity have thus a certain, safe, and pleasant method at hand to start their children on the path of vigorous, healthy, normal growth and keep them there. They have only to give Santogen and they will see an immediate undoing of the latent possibilities of body and brain, which cannot fail to gratify their love and pride in the highest degree.

An exceedingly interesting pamphlet, "How to keep well in Tropical Climates," which contains further information on this subject, and on others of vital importance to all residents in China, will be sent, free, on application, mentioning the "HONG KONG DAILY PRESS," to Messrs. A. S. WATSON & CO., Hongkong, from whom also Santogen can be purchased.

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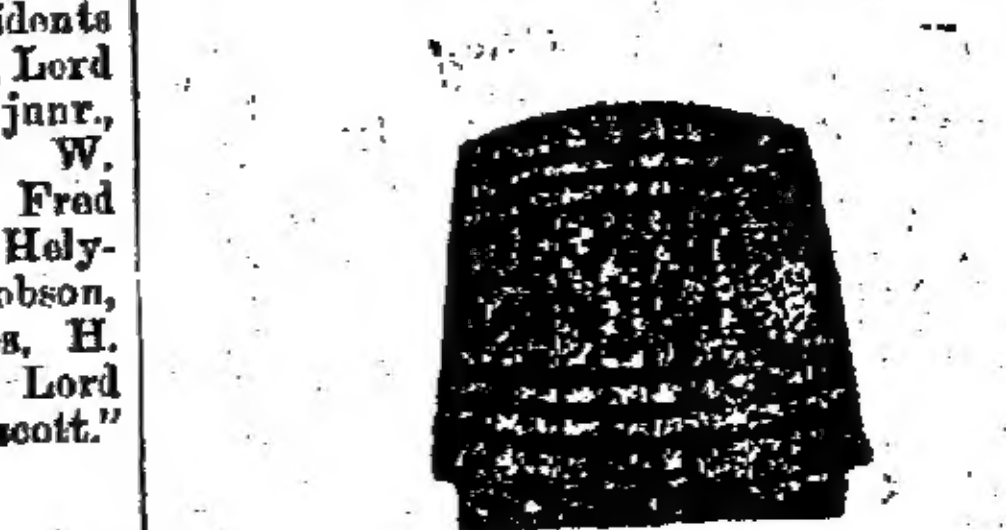
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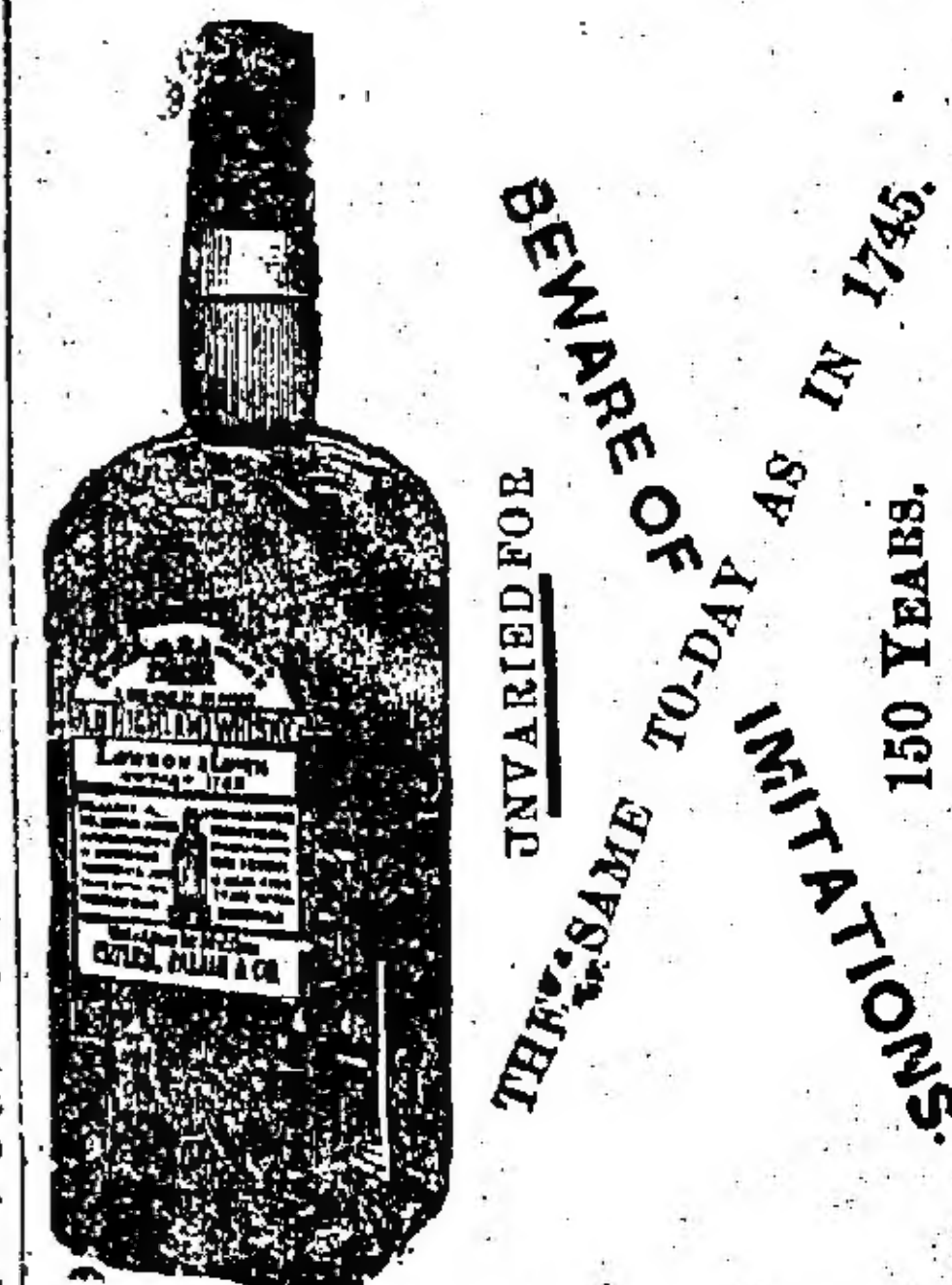
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STEAMERS.

CHINKIANG, British str., 1,229, W. W. Kay, 18th Nov.—Yuan 12th November, Rice—Butterfield & Swire.
CHENAN, British str., 2,600, Jones, 20th Nov.—Shanghai 17th November, General—Butterfield & Swire.
CHIHUI, British str., 1,229, Lindberg, 20th Nov.—Hiphong 17th November, Rice—Butterfield & Swire.
CHIPSING, British str., 1,199, P. Mooney, 19th November—Tientsin 9th via Chefoo 14th Nov., General—Jardine, Matheson & Co.
CHOSHUK MARU, Japanese str., 1,301, T. Yamaguchi, 21st Nov.—Saito 20th Nov., General—Osaka Shosen Kaisha.
CHOWA, German str., 1,035, F. Schmitt, 20th Nov.—Bangkok 9th and Swatow 19th Nov., Rice and Teakwood—Butterfield & Swire.
CHUNKANG, British str., 1,418, H. Y. Anderson, 21st Nov.—Java 10th November, Sugar—Jardine, Matheson & Co.
CLARA JENSEN, German str., 1,103, Bendixen, 29th Oct.—Manila 26th October, Ballast—Jensen & Co.
FOOKANG, British str., 1,937, Mitchell, 17th Nov.—Moji and Shanghai 12th November, General—Jardine, Matheson & Co.
FUKUKA MARU, Japanese str., 1,946, S. Komaki, 20th Nov.—Moji 14th Nov., Coal—Mitsui Bishi Kaisha.
HANGSANG, British str., 1,356, Spencer Wilde, 19th Nov.—Shanghai and Swatow 15th Nov., General—Jardine, Matheson & Co.
HENRIK ISEN, Norwegian str., 1,234, Smith, 16th Nov.—Moji 12th Nov., General—Portland & Asiatic S.S. Co.
HANOI, French str., 630, J. Pannier, 21st Nov.—Haitow 20th Nov., General—A. R. Marly.
HONGKONG, French str., 739, Cornelissen, 18th November—Hiphong 15th Nov., General—A. R. Marly.
HOVSANG, British str., 1,359, J. M. Hoy, 21st Nov.—Java 9th Nov., Sugar—Jardine, Matheson & Co.
HUICHOW, British str., 1,217, E. Forsyth, 18th November—Tientsin 12th Nov., General—Butterfield & Swire.
HUPH, British str., 1,250, H. Mathias, 21st Nov.—Nagasaki 13th and Chefoo 15th Nov., General—Butterfield & Swire.
KANO MARU, Japanese str., 5,294, F. L. Sommar, 21st Nov.—Yokohama and Shanghai 9th Nov., General—Nippon Yusen Kaisha.
KEONGWAH, German str., 1,117, J. Kohler, 7th Nov.—Bangkok 29th October, Rice—Butterfield & Swire.
MACHUW, German str., 996, G. Wolff, 9th Nov.—Bangkok and Swatow 5th Nov., Rice and Meal—Butterfield & Swire.
MABE, German str., 1,192, Christiansen, 15th Nov.—Saigon 6th Nov., Flour—Jensen & Co.
MATHIEDE, German str., 831, C. Uldrup, 19th November—Hiphong and Haitow 17th Nov., Rice and General—Jensen & Co.
MERFOO, Chinese str., 1,339, T. Froberg, 20th Nov.—Shanghai 16th November, General—C. M. S. N. Co.
MICHAEL JENSEN, German str., 908, I. Petersen, 19th Nov.—Hiphong 15th November, Rice—Jensen & Co.
PALERMO, British str., 4,909, J. B. Forganason, 17th Nov.—London 2nd Oct., General—P. & O. S. N. Co.
PHUENPH, British str., 1,056, J. A. Scott, 13th Nov.—Saigon 8th Nov., Rice and General—W. F. Sing.
PITHANLUK, German str., 1,264, Roimers, 12th Nov.—Bangkok and Haitow 11th Nov., Rice—Butterfield & Swire.
SEXTA, German str., 992, Jensen, 21st Nov.—Quang Chew Wan 19th Nov., Salt—Jara-China-Japan Lijn.
SIGNAL, German str., 907, T. Tversen, 21st Nov.—Haitow 17th November, General—Jensen & Co.
SINIA, German str., 4,197, F. Porzelins, 20th Nov.—Shanghai 16th Nov., General—Hamburg-Amerika Linie.
TACOMA MARU, Japanese str., 6,128, H. Yamamoto, 21st Nov.—Manila 18th November, General—Osaka Shosen Kaisha.
TAIWAN, British str., 1,024, Jenkins, 9th Nov.—Port Louis, General—China.
TILATAP, Dutch str., 2,470, A. W. La Rooy, 19th Nov.—Batavia 8th Nov., General—Jara-China-Japan Lijn.
TOUAREZ, French str., 182, E. de Catalano, 20th Nov.—Hiphong 16th Nov., General—Messageries Maritimes.
WAISHING, British str., 1,170, G. L. Hohnwood, 15th Nov.—Wuhu 9th Nov., General—Jardine, Matheson & Co.
WASHINGTON, German str., 2,659, C. Stege, 8th Nov.—New York 3rd Sept., Petroleum in bulk—Standard Oil Co.
YAWATA MARU, Japanese str., 3,816, I. Sekine, 21st Nov.—Melbourne and Manila 23rd Nov., General—Nippon Yusen Kaisha.

SAILING VESSEL.

JUTEOPOLIS, British 4-masted barque, 2,532, F. Downs, 16th Nov.—New York 16th June, Case oil—Standard Oil Co.

BARCLAY, PERKINS' FAMOUS LONDON STOUT.



The
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Wholesale Wine & Spirit Merchants.

[1037]



MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH
Alacrity, despatch boat, 700 tons, 4 guns,
2,000 i.h.p., Ad-Comdr. P. H. Noble,
M.V.O., Shanghai.
Astoria, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 i.h.p., Captain E. H. Kiddle,
Shanghai.
Atlas, admiral's flag, 615 tons, 1,400 i.h.p.,
Master, S. West, Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.
Comdr. R. G. Washington, Shanghai.
Bismarck, gunboat, 710 tons, 900 i.h.p., Lieut.
Comdr. E. H. Donnan, Weihaiwei.
Calanus, British ship, 1,070 tons, i.h.p. 1,400,
Sd. Comdr. H. Jones, cruising.
Cherub, water tank and tug, 390 tons, i.h.p. 340,
Master, W. Smith, Hongkong.
Clia, British ship, 1,070 tons, i.h.p. 1,400,
Comdr. H. E. Vane, cruising.
Famo, torpedo-boat destroyer, 340 tons, 6
guns, 5,700 i.h.p., Lt. Comdr. C. B. Land,
Hongkong.
Flora, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 i.h.p., Captain J. Nicholas,
cruising.
Handy, torpedo-boat destroyer, 295 tons, 6 guns,
4,000 h.p., Lieut. Comdr. B. J. D. Guy,
V.C., Army.
Hart, torpedo-boat destroyer, 295 tons, 6 guns,
4,000 h.p., Lieut. Comdr. H. S. Monroe,
Hongkong.
Jana, torpedo-boat destroyer, 330 tons, 6 guns,
3,900 h.p., Lt. Comdr. C. C. Heathcote,
Army.
Karl, armoured cruiser, 9,900 tons, 14 guns,
i.h.p. 22,000, Capt. St. J. Farquhar,
Hongkong.
Kinsla, river gunboat, 616 tons, i.h.p. 1,200,
Lieut. Comdr. P. J. S. Lyne, Yangtze.
Melin, surveying ship, 1,070 tons, 6 guns, 1,400
i.h.p., Capt. P. C. Levenmouth, Kudat, B. N.
Sandakan.
Minotaur, armoured cruiser (flagship) Vice-
Admiral Sir A. L. Winkles, R.C.B.,
C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000,
Act. Capt. A. Lowndes, Hongkong.
Monmouth, armoured cruiser, 9,900 tons, i.h.p.
22,000, Captain H. L. F. Heard, on route to
Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns,
i.h.p. 800, Lieut. Comdr. G. P. Leith,
Hongkong.
Nightingale, river gunboat, 85 tons, 240 h.p.,
Lt. Comdr. Claude Hillierdon-Woodward,
R.N., Yangtze.
Oiler, torpedo-boat destroyer, 385 tons, 6 guns,
6,300 i.h.p., Comdr. Lambie, Army.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. Cosmo A. O. Douglas, Canton.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. E. J. J. Southby,
Canton.
Salpe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. John Michael Barker, Yangtze.
Taku, torpedo boat destroyer, 305 tons, i.h.p.
6,000, Gunner E. J. Trillo, R.N., Hong-
kong.
Tamar, receiving ship, 4,650 tons, 6 guns,
Commodore Byers, Hongkong.
Tel, river gunboat, 180 tons, 2 guns, i.h.p. 800,
Lieut. Comdr. R. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. M. B. Ballie-Hamilton, Shanghai.
Vivago, torpedo-boat destroyer, 395 tons, 6 guns,
6,300 i.h.p., Lieut. Comdr. C. B. Land,
Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p.,
Lieut. Comdr. R. L. Hancock, Straits
Settlements.
Whiting, torpedo-boat destroyer, 360 tons, 5
guns, 5,900 h.p., Lieut. Comdr. G. B.
Hartford, Hongkong.
Wildgeese, gunboat 195 tons, 2 guns, 800 h.p.,
Lt. Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. B. R. Brooke, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. G. F. A. Mulock, Yangtze.

MATINEE HAT AGREEMENT.

"CONTRARY TO PUBLIC POLICY."

Judge Woodfall gave judgment, recently, at the Westminster County Court, in the action brought by Mr. and Mrs. Lumley Dann against Mr. Frank Curzon, lessee of the Prince of Wales Theatre, in regard to the matinee hat incident which resulted in proceedings at Bow-street in April last. Mr. Dann, who was engaged as Press agent at the theatre, claimed £100, which he alleged was the sum Mr. Curzon agreed to pay him for arranging the incident by way of advertisement. Mrs. Dann, who was one of the two women who wore the huge hats claimed £32 10s. in payment for her services. Mr. Curzon denied that there was any arrangement to pay these sums, and said that Mr. Dann arranged the incident as part of his ordinary duties as Press agent.

COUNTY COURT JUDGE'S DECISION.
His Honour, reading a written judgment, said that in the early part of this year, when Mr. Dann was employed by the defendant as his Press agent, he suggested to the defendant that it would be an excellent advertisement both for the theatre and for the defendant himself as manager, if a scheme were carried out. Two ladies and a gentleman were to be engaged. The ladies were to occupy two stalls and to wear ultra-fashionable hats. The gentleman was to occupy a stall immediately behind them, and during the fall of the curtain he was to demand of the ladies that they should take their hats off, but the ladies were to refuse and the gentleman to insist, and so on, until the disturbance was to reach such proportions that the defendant should be sent for and invite the two outside in the corridor and demand of the ladies that they should remove their hats or leave the theatre, that the ladies should resist that demand, that defendant should thereupon effect them by a technical assault of laying his hands on the shoulders of one of them, that the ladies should then leave and summon the defendant before a magistrate for the assault, and that the defendant should plead the right and that the defendant should plead the right to protect the convenience of his audience. The defendant consented and the scheme was carried out in every detail, the price of their seats—which they had not paid for—was ostensibly returned to the ladies, and in pursuance of the plot they proceeded to summon the defendant for assault. The magistrate heard the charge and dismissed it, holding that the defendant was justified in what he had done. The plaintiffs pay costs. The defendant agreed to pay them for their services in carrying out the venture. I am of opinion that the agreement alleged is illegal, being contrary to public policy and that no action is maintainable upon it. And this for two reasons: (1) The spectacle of two ladies being promiscuously and brazenly treated might well have aroused intervention on their behalf and led to a serious breach of the peace. (2) The invocation of a court of law to punish an offence which, to the knowledge of the parties had not been, even technically committed, was in the nature of a fraud on the administration of justice. I therefore dismiss the two actions, and leave each party to pay his own costs. In case of a successful appeal against this decision and to save the expense of a second hearing I will state what otherwise would have been my finding and decision. I find that the defendant did agree to pay the plaintiff Dann £100, that the defendant's act is valid, and I should have given judgment accordingly for the defendant with costs. I find the defendant did agree to pay the plaintiff Mrs. Dann £32 10s., and I should have given judgment for her with costs.

THE SILVER MARKET.

The subjoined extract is taken from Messrs. Samuel Montagu & Co.'s latest circular:—
"The undertone of the silver market still seems fairly good. The market has remained staidly than it would otherwise have done, in the face of profit taking on China account and elsewhere, because the Indian speculative group are absolutely compelled, in view of their enormous holdings of silver, to keep the price from falling away to a point where the market would have a weak tendency. With this object they have bought a substantial amount both here and at Bombay during the last few days. The responsive power of India is clearly demonstrated by the statistics of trade, and by the operations of the Secretary of State in regard to Council bills. In 1909 he was compelled to sell bills on London to the extent of eight millions sterling to prevent exchange falling below 1s. 3½d. Last year he was able to sell Council bills on India so freely as to put the equivalent of all this in rupees back into circulation in India by March 31, 1910, and also 220 lakhs more out of the silver held in the Gold Standard Reserve Fund. Had it not been for the unusual stock of silver coin in reserve—owing to previous over-coinage—the Government would have been compelled now to purchase silver to meet the good harvest of last year. In the six months ended September 30, the Secretary of State had sold Councils to the extent of 1,664 lakhs, and the period is now just entered upon when heavy withdrawals must be made to the jute, cotton, wheat, and seed districts, where the most favourable monsoon experienced for many years has been enjoyed."

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Kleist*, which left here on the 19th instant, at 6 a.m., arrived at Shanghai on the 22nd instant, at 4 a.m.
The C.P.R. Co.'s str. *Empress of India* arrived at Shanghai at 1 a.m. on the 22nd inst., and left again at 3 p.m., same day for Nagasaki, where she is due to arrive at 6 a.m. to-morrow.



SELF CURE NO FETTERING
No suffering, no slow despatch, the NEW FRENCH REMEDY, **THERAPION No. 1** is a remarkably short time, often a few days only, cures all these troubles, whether simple or complicated. It is a sure cure for all these troubles. It is a sure cure for all these troubles. It is a sure cure for all these troubles.
THERAPION No. 2 Cures blood poisoning, bad legs, ulcers, sores, painful swellings, etc., when used in conjunction with the other two.
THERAPION No. 3 Cures chronic rheumatism, joint pains, neuralgia, etc., when used in conjunction with the other two.
The French General Co., Ltd., London, England. Try New Druggists (Listed).
Trade Marked word "THERAPION" is on the wrapper.
Bottle and Stamp affixed to every genuine packet.
*** THERAPION * CURES TO STAY CURED.**

INTIMATIONS

NOTICE TO THOSE INTERESTED IN CIVIL ENGINEERING WORK.

THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL WORK AT THE

TAIKOO DOCK, HONGKONG

IS NOW FOR SALE.

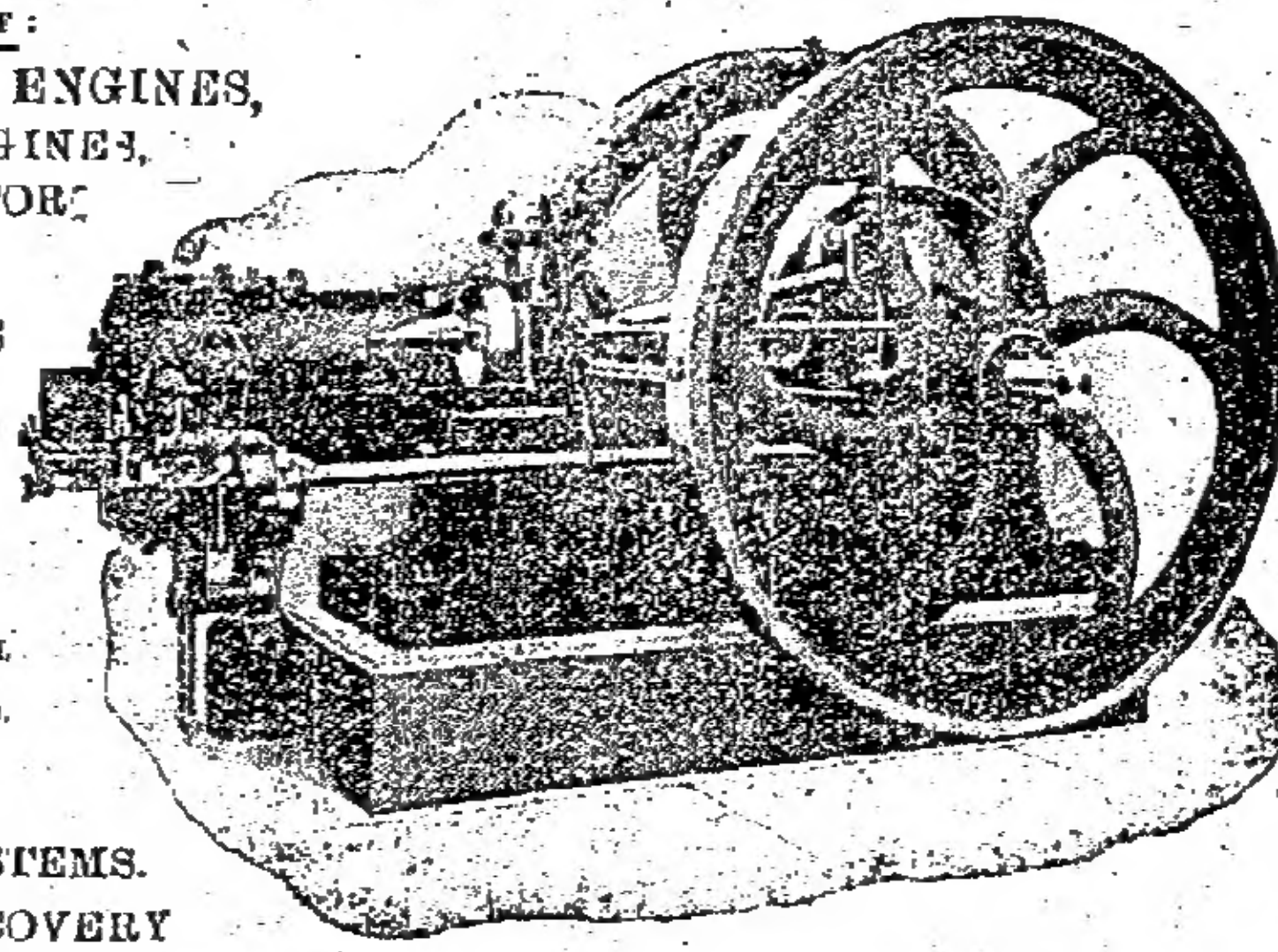
Portable Locomotive Boilers and Engines.
Marine Boilers Complete.
Vertical Steam Engine, Rope Drive.
"Plenty" Engine and Dynamo.
Vertical Feed Doucley.
Portable Stone Breaker and Auto Screening and Loading Machine.
Stone Crushers.
Concrete Mixer.
Pulverising Pumps.
Duplex Steam Pumps.
Duplex Red Pump.
Double Acting Pump, single Cylinder.
Ball-Crusher.
Horse-Crusher.
Gwynne Pump.
Plunger Pump.
3-Throw Ram Pump.
Single Centrifugal Pump with Engine.
Single Centrifugal Pump with Pulleys and Shading.
Double Centrifugal Pump with Pulleys and Shading.
Centrifugal Pump with Pulleys.
12" Expansion Joints for Centrifugal Pump.
c. 3. Foot Valve for Centrifugal Pumps 9" and 12" Diameter.
Rocker Pump Engine.
Steam Winch.
Steam Pile Driving Winch.
Winch for Pile Driving.
Motor Driven Winch with Controller.
Large Pile Driving Steam Hammer.
Small Pile Driving Steam Hammer.
Two ton Hand Cranes.
Tip Waggon and a Number of Carriages for same.
Iron Skip Buckets.
c. 6 Tired Wheels without Axles.
c. 8 Tired Wheels with Axles.
c. 8 Wheels and Axles without Tyres.
14 lb. Rails with Iron Ties.
40 lb. Rails.
Flanged Steel Piping.
Trolley Sleepers.
Hardwood Core Bars.
3" Boring.
Six-Sheave Blocks.
12" c.i. Right Angle Bore.

Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.
[1137]

CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS,
GAS PLANTS
FOR
POWER
AND HEATING
PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL
SUCTION
AND
PRESSURE SYSTEMS.
AMMONIA RECOVERY
PLANTS, &c.
HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.
SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
WORK IN THE COLONY.
AGENTS FOR HONGKONG & SOUTH CHINA:
W. R. LOXLEY & CO.,
YORK BUILDINGS.



NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TONS TO SAIL.

NAPLES, GENOA, ALGIERS,	"LUETZOW"	17,300	Wed'ay, 30th Nov., at Noon.
GIBRALTAR, SOUTHAMPTON,	Capt. B. WILHELM		
ANTWERP & HAMBURG			
SHANGHAI, NAGASAKI, KOBE	"PRINZ LUDWIG"	18,300	About 30th November.
& YOKOHAMA	Capt. F. v. BINDER		
MANILA, YAP, ANGAUR, NEW	"PRINZ SIGISMUND"	6,000	Saturday, 3rd Dec., at Daylight
GUINIA, BRISBANE, SYDNEY	Capt. D. LERNZ		
& MELBOURNE			
KOBE & YOKOHAMA	"COLENZ"	6,750	About 13th December.
	Capt. H. REISSNER		
KUDAT & SANDAKAN	"BORNEO"	5,050	Middle of Dec.
	Capt. F. SEMBLI		

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 23rd November, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINCESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. B. WILHELM		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. PANNKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

Early booking recommended.

For Particulars, apply to

MELOCHERS & Co.,
GENERAL AGENTS.
[1062]

Hongkong, 10th November, 1910.

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

For PORTLAND, VIA MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS. CAPTAIN TO SAIL.
"HENRIK IBSEN" 4,578 Christen Smith On 23rd Nov. at Noon.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

King's Building (Opposite Blake Pier).

FRED J. HALTON,
AGENT.
[1223]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO.	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES & LONDON.	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	STEAMER	Tons	SATURDAY	FRIDAY
DELHI	8000	February 4	MANTUA	11000	March 4	March 10
ARCADIA	7000	February 18	MALWA	11000	March 18	March 24
ASSAYE	7500	March 4	MACEONIA 10500		April 1	April 7
MARMORA	10500	March 18	(Through Steamer calling at Bombay)		April 15	April 21
DEVANHA	8000	April 1	MOLDAVIA 10000		April 29	May 5
DELHI	8000	April 15	MONGOLIA 10000		May 13	May 19
ASSAYE	7500	April 29	MORRA	11000	May 27	June 2
DELTA	8000	May 13	MOULTAN	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £49.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Steamer	Tonnage	about
SUNDA	4700	January 25
NUHA	5900	February 8
SYRIA	6660	March 8
NOHE	6700	March 22
PAKAWAN	4700	April 5
PAKAWAN	4700	April 19
SIGILIA	4600	May 3
SUMATRA	4600	May 31
NILE	6700	June 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " £38.10 " £57.4

* Carry 1st and 2nd Saloon Passengers.

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U. S. MAIL LINES.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
* MONGOLIA	27,000	SATURDAY, 3rd Dec., at 1 p.m.
* TENYO MARU	21,000	SATURDAY, 10th Dec., at 1 p.m.
* KOREA	18,000	SATURDAY, 17th Dec., at 1 p.m.
* NIPPON MARU	11,000	SATURDAY, 31st Dec., at 1 p.m.
* SIBERIA	18,000	SATURDAY, 7th Jan., at 1 p.m.
* MANCHURIA	27,000	SATURDAY, 21st Jan., at 1 p.m.
* CHITO MARU	21,000	SATURDAY, 28th Jan., at 1 p.m.

* Twin Screw. * Triple Screw Steamer. * Via Manila.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M.S.S. "MONGOLIA" will be despatched for SAN FRANCISCO VIA NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 3rd December, at 1 p.m.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....SATURDAY, 14th Jan., at 1 p.m.
ASIA.....9,500 Tons.....SATURDAY, 4th Feb., at 1 p.m.

These "CHINA" will leave for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th January, at 1 p.m.
On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. \$43.
HONGKONG TO SAN FRANCISCO via New York " " \$45.
" " " " " " \$25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.
[1227]

SHIPPING.

ARRIVALS.

ARABIA, German str., 2,836, T. Ernst, 22nd Nov.—Hamburg and Singapore 15th Nov. General—Hamburg—America Line.
 CHIUEN, Chinese str., 1,177, C. Stewart, 21st Nov.—Shanghai 18th Nov. General—C. M. S. N. Co.
 CHOWTAT, German str., 1,115, Heyenga, 21st Nov.—Bangkok 14th Nov. Rice—Butterfield & Swire.
 HAUMON, British str., 641, A. Stewart, 22nd Nov.—Suez 21st Nov. General—Dunlop & Co.
 JASON, British str., 4,800, T. G. Steens, 22nd Nov.—Singapore 15th Nov. General—Butterfield & Swire.
 KUMANO MARU, Japanese str., 3,147, M. Winckler, 22nd Nov.—Nagasaki 18th Nov. General—Nippon Yusen Kaisha.
 LOONGSANG, British str., 1,093, F. Wheeler, 22nd Nov.—Manila 19th Nov. General—Jardine, Matheson & Co.
 POLYNESIAN, French str., 3,543, Bruno, 22nd Nov.—Marseilles 23rd Oct. Mails and General—Messageries Maritimes.
 SHANGHAI, German str., 1,000, H. Olmann, 22nd Nov.—Bangkok 14th Nov. Rice and Meat—Butterfield & Swire.
 VESTFOLD, Norwegian str., 1,172, Bertelsen, 21st Nov.—Bangkok 9th and Suez 20th Nov. Rice—China-Siam S. N. Co.
 WAINHONG, British str., 22nd Nov.—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 22nd November.
 Chiuen, Chinese str., for Canton.
 Haumon, British str., for Suez.
 Hainan, British str., for Meiji.
 Hainan, British str., for Tientsin.
 Jason, British str., for Shanghai.
 Kamo Maru, Japanese str., for Singapore.
 Mathilde, German str., for Haiphong.
 Pampun, British str., for Saigon.
 Tientsin, French str., for Port Said.
 Wainhong, British str., for Shanghai.
 Yawala Maru, Japanese str., for Nagasaki.

SHIPPING REPORTS.

The British str. *Loonyang* reports: Strong monsoon.
 The French str. *Haumon* reports: Very rough sea, heavy gale from E.N.E.
 The German str. *Shanghai* reports: From Bangkok to Cape Padaran, fine weather; from Padaran to Hongkong, very rough monsoon and very rough sea with confused high swell.

VESSELS EXPECTED.

THE ENGLISH MAIL.
 For P. & O. S. N. Co.'s str. *Assaye* left Singapore for this port on the 19th inst., at 8 a.m., with the ordinary English Mails, and is due here tomorrow at about 4 p.m.
 THE AUSTRALIAN MAIL.
 The E. & A. str. *Eastern* left Sydney on the 12th inst., for Queensland Ports, Port Darwin, Timor, Manila and this port.
 THE INDIAN MAIL.
 The Indo-China str. *Kiamang* from Calcutta and the Straits left Singapore for this port on the 17th inst.
 THE AMERICAN MAIL.
 The P. M. S. S. Co. str. *Mongolia* sailed from Yokohama on the 15th inst. on route to Hongkong, and is due to arrive at this port on the 25th inst.
 The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 8th inst. on route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, and Manila, and is due to arrive at Hongkong on the 11th prox.
 THE GERMAN MAIL.
 The I.G.M. str. *Prinz Ludwig*, carrying the German Mails with dates from Berlin of the 2nd inst., left Colombo on the 20th inst. p.m., and may be expected here on or about the 1st prox. p.m.
 THE CANADIAN MAIL.
 The C.P.R. Co. str. *Empress of Japan* left Vancouver on the 11th inst. a.m. for Hongkong via usual ports of call.
 MERCHANT STEAMERS.
 The N.Y.K. str. *Hakata Maru* (Bomby) left Singapore for this port on the 16th inst., and is expected here today.
 The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 18th inst., and is expected here today.
 The H.A. Line str. *Suevia* left Shanghai on the 20th inst. p.m., and may be expected here today.
 The Austrian Lloyd's str. *China* left Shanghai for this port on the 20th inst., and is due here tomorrow.
 The "Shire" Line str. *Deubright* left Singapore for Hongkong on the 16th inst. morning.
 The "Ben" Line str. *Bentley* from Antwerp, Leith, Middlesbrough and London, left Singapore on the 17th inst. for this port.
 The Barber Line str. *Shimosa* passed Suez on the 1st inst., and is due here about the 27th inst.
 The N.Y.K. str. *Asa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 18th inst., and is expected here on the 27th inst.
 The T.K.K. str. *Tango Maru* sailed from Yokohama on the 21st inst. en route to Hongkong, and is due to arrive at this port on the 29th inst.
 The O.S.K. str. *Panama Maru* from Tacoma, arrived at Yokohama on the 15th inst., and sailed from there on the 18th inst. for this port via Kobe and Shanghai, and is expected to arrive here on or about the 1st prox.
 The T.K.K. str. *Hongkong Maru* left Honolulu on the 2nd inst. for this port, via usual ports of call, and is expected to arrive here on the 5th prox.
 The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 12th inst., and is due here on the 18th prox.
 The T.K.K. str. *Nippon Maru* sails from San Francisco on the 22nd inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 30th prox.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "4," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. VIA USUAL PORTS OF CALL.	DEITA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kurick, E.M.E.	P. & O. S. N. Co.	About 30th inst.
COPENHAGEN	PEKING	Swed. str.	—	—	OLAF WILK & CO., LTD.	On 5th Dec.
COPENHAGEN & BALTIC PORTS	SIAM	Swed. str.	—	—	MELCHERS & CO.	About middle of Jan.
ROTTERDAM, ANTWERP & HAMBURG, &c.	BULGARIA	Ger. str.	k. w.	Jagar	HAMBURG-AMERICA LINE	On 13th Dec.
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k. w.	Kotzke	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, HAVRE & HAMBURG, &c.	WESTPHALIA	Ger. str.	k. w.	Buch	HAMBURG-AMERICA LINE	On 9th Dec.
MARSEILLES, &c. VIA PORTS OF CALL.	ARSENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 6th Dec., at 1 p.m.
MARSEILLES & COPENHAGEN	ART MARU	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 7th Dec., at D'light
MARSEILLES HAMBURG & ANTWERP &c.	CANTON	Swed. str.	—	—	OLAF WILK & CO., LTD.	On 10th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	STONIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 17th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	On 21st Dec., at D'light
NAPLES, GENOA, TRIESTE, GIBRALTAR, &c.	KAWACHI MARU	Jap. str.	—	H. Petermann	NIPPON YUSEN KAISHA	On 27th Dec., at D'light
TRIESTE, &c. VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 30th inst., at Noon.
NEW YORK	CHINA	Aus. str.	—	Pavissich	SANDER, WIELER & CO.	On 28th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	ARAGONIA	Ger. str.	k. w.	Meyer	HAMBURG-AMERICA LINE	On 3rd Dec.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	INDRAPURA	Am. str.	—	—	SHAWAN, TOMES & CO.	On 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 17th Dec., at 7 a.m.
VICTORIA, C.B. & TACOMA VIA JAPAN	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 26th Jan., at Noon.
VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 30th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ISADA MARU	Jap. str.	—	H. Kawana	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	HALLAMSBURGH	Brit. str.	—	G. E. Elliott	DODWELL & CO., LTD.	On 15th Dec.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th Dec., at Noon.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS &c.	HONGKONG MARU	Jap. str.	—	—	TOKYO KAISEN KAISHA	On 21st Dec.
PORTLAND VIA JAPAN & SAN FRANCISCO	HENRIK ISEN	Nor. str.	—	Christie Smith	PORTLAND & ASIATIC S. S. CO.	On 21st Dec.
AUSTRALIAN PORTS VIA MANILA	YAMATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 24th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Winckler	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & CO.	On 3rd Dec., at D'light
SAN FRANCISCO VIA JAPAN & HONOLULU	MONOLIA	Am. str.	—	W. Davison	PACIFIC MAIL S.S. CO.	On 3rd Dec., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	—	TOKYO KAISEN KAISHA	On 10th Dec., at 1 p.m.
KOBE & YOKOHAMA	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 14th Dec., at 1 p.m.
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	To-morrow, at 5 p.m.
KOBE & YOKOHAMA	COLEMAN	Ger. str.	—	H. Raegener	MELCHERS & CO.	About 13th Dec.
KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	CHITATAT	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN VIA SWATOW & WEIHAIWEI	CHITATAT	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
TRINGTAU & TIENTSIN	HUGHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	About 21st inst.
SHANGHAI, KOBE & YOKOHAMA	AKENIA	Ger. str.	k. w.	Richard	HAMBURG-AMERICA LINE	To-day, at Noon.
SHANGHAI	WASHING	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	A. Mockir	NIPPON YUSEN KAISHA	To-day.
SHANGHAI MOJI & KOBE	HAKATA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSHUN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	1 m.	Owen Jones, R.N.E.	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	ASAYE	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 26th inst., at M'night
SHANGHAI	LIAN	Brit. str.	—	A. E. Baker	P. & O. S. N. Co.	On 24th inst., at 11 a.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	CEYLON	Brit. str.	—	F. V. Bismar	MELCHERS & CO.	About 30th inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	Barillon	MESSAGERIES MARITIMES	On 1st Dec., p.m.
SHANGHAI KOBE & YOKOHAMA	VILLE DE LA CIOTAT	Fr. str.	—	Filler	HAMBURG-AMERICA LINE	On 6th Dec.
SHANGHAI KOBE & YOKOHAMA	BRASILIA	Ger. str.	k. w.	Bradley	MELCHERS & CO.	On 14th Dec., at Noon
SHANGHAI, KOBE & YOKOHAMA	SIAM	Dan. str.	—	A. Fander	JARDINE, MATHESON & CO., LD.	Quick despatch.
SHANGHAI, KOBE & MOJI	KUBANG	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 25th inst., at 8 a.m.
SHANGHAI	TILWONG	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	On 27th inst., at 10 a.m.
ANPONG VIA SWATOW & AMOY	SHIKOTON MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & CO.	To-day, at 11 a.m.
TAMSUI VIA SWATOW & AMOY	SOBU MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & CO.	On 25th inst., at 11 a.m.
SWATOW, AMOY & FOCHOW	DAIJIN MARU	Jap. str.	—	A. H. Stewart	DOUGLAS LAFRAIK & CO.	On 24th inst., at 11 a.m.
SWATOW, AMOY & FOCHOW	HAIRUN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & CO.	On 24th inst., at 11 a.m.
SWATOW, AMOY & FOCHOW	HAYANG	Brit. str.	2 h.	W. C. Rosemore	DOUGLAS LAFRAIK & CO.	On 24th inst., at 11 a.m.
HAIPHONG	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & CO.	On 24th inst., at 11 a.m.
MANILA	CHILIL	Brit. str.	1 m.	J. Warrack	JARDINE, MATHESON & CO., LD.	On 24th inst., at Noon
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
MANILA, ILOILO & CEBU	TEAN	Brit. str.	1 m.	A. W. Outerbridge	SHAWAN, TOMES & CO.	On 3rd Dec., at Noon
MANILA, ILOILO & CEBU	RUBI	Am. str.	—	S. Creasy	JARDINE, MATHESON & CO., LD.	On 7th Dec., at 4 p.m.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	P. H. Rolle	SHAWAN, TOMES & CO.	On 24th inst., at 4 p.m.
LOILO & CEBU	ZAFIRO	Am. str.	—	E. Rice	BUTTERFIELD & SWIRE	Middle of Dec.
KUDAT & SANDAKAN	SUKKLANG	Brit. str.	1 m.	H. A. Hards	MELCHERS & CO.	On 29th inst.
BOMBAY VIA SINGAPORE, & COLOMBO	BORNEO	Ger. str.	—	F. Semblit	NIPPON YUSEN KAISHA	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Jap. str.	—	E. Combes	JARDINE, MATHESON & CO., LD.	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TOUPANG	Dut. str.	—	J. B. v. Damme Joish	JAVA-CHINA-JAPAN LINE	Quick despatch.

CANADIAN PACIFIC RAILWAY CO'S THE BANK LINE, LIMITED.

ROYAL MAIL STEAMSHIP LINE.
 "EMPRESS LINE."
 Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec, N.B.
"EMPRESS OF JAPAN" Sat., 17th Dec.	"ALLEN LINE" Friday, 13th Jan.
"EMPRESS OF CHINA" Sat., 14th Jan.	"ALLEN LINE" Friday, 10th Feb.
"MONTEAGLE" Wed., 25th Jan.	
"EMPRESS OF INDIA" Sat., 11th Feb.	"ALLEN LINE" Friday, 10th Mar.
"EMPRESS OF JAPAN" Sat., 11th Mar.	"ALLEN LINE" Friday, 7th April
"EMPRESS OF CHINA" Sat., 8th April	"ALLEN LINE" Friday, 5th May

"Empress" Steamships leave HONGKONG at 7 a.m. at 12 Noon.
 The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, via Canada Atlantic Ports or New York £71 10
 Intermediate (Steamers) " £43 " £45.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CLADDICK, General Freight Agent for China, Corner Paddar Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES
 FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
 FOR STEAMERS TO SAIL.
 SHANGHAI, KOBE & YOKOHAMA "V. DE LA CIOTAT" On 5th Dec., P.M.
 MARSEILLES VIA PORTS "ERNEST SIMONS" On 6th Dec., 1 p.m.
 Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
 P. THOMAS, AGENT,
 Hongkong, 10th November, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, VANCOUVER, B.C. & SEATTLE
 VIA
 SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
HALLAMSHIRE	4,420	G. E. Elliott	15th December.
SUVERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.
 * These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 24th October, 1910.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.
 GRAVING DOCK
 787 x 85 x 34' 6"
 Pumps empty Dock in 24 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 ENQUIRIES INVITED BY THE MANAGERS AND AGENTS.
 BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.
 1213]

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
 Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., on SATURDAY, the 26th November, 1910, at NOON, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Arabia," due in London on the 7th January, 1911.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 14th November, 1910.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADEEN Ports).
 THE Company's Steamship
 "CHINA,"
 Capt. Pavissich, will be despatched as above on MONDAY, 28th NOVEMBER.
 This Steamer has special accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes Buildings,
 Hongkong, 2nd November, 1910.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.
 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL (With Liberty to call at the Malabar Coast).
 "INDRAPURA" TUESDAY, 29th November.
 For freight and further information apply to—
 SHEWAN, TOMES & Co.,
 General Agents,
 Hongkong, 21st November, 1910. [1241]

STEAMERS PASSED THE CANAL.

October 21st—Achilles, Somali, Yeddo, 25th
 Australian, Bonyard, Glenesh, 23th—Jason, Keenan, Charlton, November 1st—Dravica, Ceylon, Glenelg, Kaga Maru, Shimosa, Welsh Prince, 4th—Tyson, Nil, Polyphenus, Syria, 8th—Benidi, Inverclyde, Penrhynshire, Ruvonia, 11th—Ambria, Atsuta Maru, Eto Maru, Mackaon, Ville de la Ciotat, 15th—Nore, Scandia, Wakasa Maru, Bandania, Indragoo, 18th—Achilles, Oceanien, Prometheus, Sileria, Alsia.

ARRIVALS AT HOME.

November 18th—Abanga, Myrmidon, Prince Eitel Friedrich, St. Patrick.

GEBRUEDER LENK, RODEWISCH I/V.

MANUFACTURERS OF

BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Asaya*, with the English mail of the 23rd ultimo, left Singapore on Saturday, the 19th
inst., at 8 a.m., and may be expected here to-morrow, at 4 p.m. This packet brings the parcel
mails closed in London for despatch by the all sea route on the 15th of October, and for despatch
overland on the 26th of October.

FOR	PER	DATE
Fort Bayard and Haiphong	Tonkin	Wednesday, 23rd, 8.00 A.M.
Saigon	Reungh	Wednesday, 23rd, 9.00 A.M.
Swatow	Hainan	Wednesday, 23rd, 10.00 A.M.
Singapore, Penang and Calcutta	Poonkong	Wednesday, 23rd, 11.00 A.M.
Moji, Kobe, Yokohama, San Francisco and	Heurik Isen	Wednesday, 23rd, 11.00 A.M.
Portland	Yasaka Maru	Wednesday, 23rd, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Huiclow	Wednesday, 23rd, 11.00 A.M.
Shanghai and Tientsin	Waihing	Wednesday, 23rd, 1.15 P.M.
Macao	Sui An	Wednesday, 23rd, 4.00 P.M.
Fort Bayard	Sueichong	Wednesday, 23rd, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Chosha Maru	Wednesday, 23rd, 5.00 P.M.
Swatow and Shanghai	Hangang	Wednesday, 23rd, 5.00 P.M.
Hohow and Pakhoi	Michael Jensen	Wednesday, 23rd, 5.00 P.M.

Pakhoi and Haiphong	Hanoi	Thursday, 24th, 11.00 A.M.
Swatow, Welahei and Tientsin	Chipsing	Thursday, 24th, 11.00 A.M.
Yokohama and Kobe	Tylojag	Thursday, 24th, 1.15 P.M.
Macao	Sui An	Thursday, 24th, 3.00 P.M.
Shanghai	Chenau	Thursday, 24th, 3.00 P.M.
Kobe and Yokohama	Kaga Maru	Friday, 25th, 10.00 A.M.
Swatow, Amoy and Foochow	Hainan	Friday, 25th, 11.00 A.M.
Manila, Thursday Is. Cocktown, Cairns,	Kumano Maru	Friday, 25th, 11.00 A.M.
Townsville, Brisbane, Sydney, Hobart,	Chikhi	Saturday, 26th, 9.00 A.M.
Launceston, New Zealand, Melbourne,	Luongtang	Saturday, 26th, 10.00 A.M.
Adelaide, Dunedin, Perth, and Fremantle		
Haiphong		

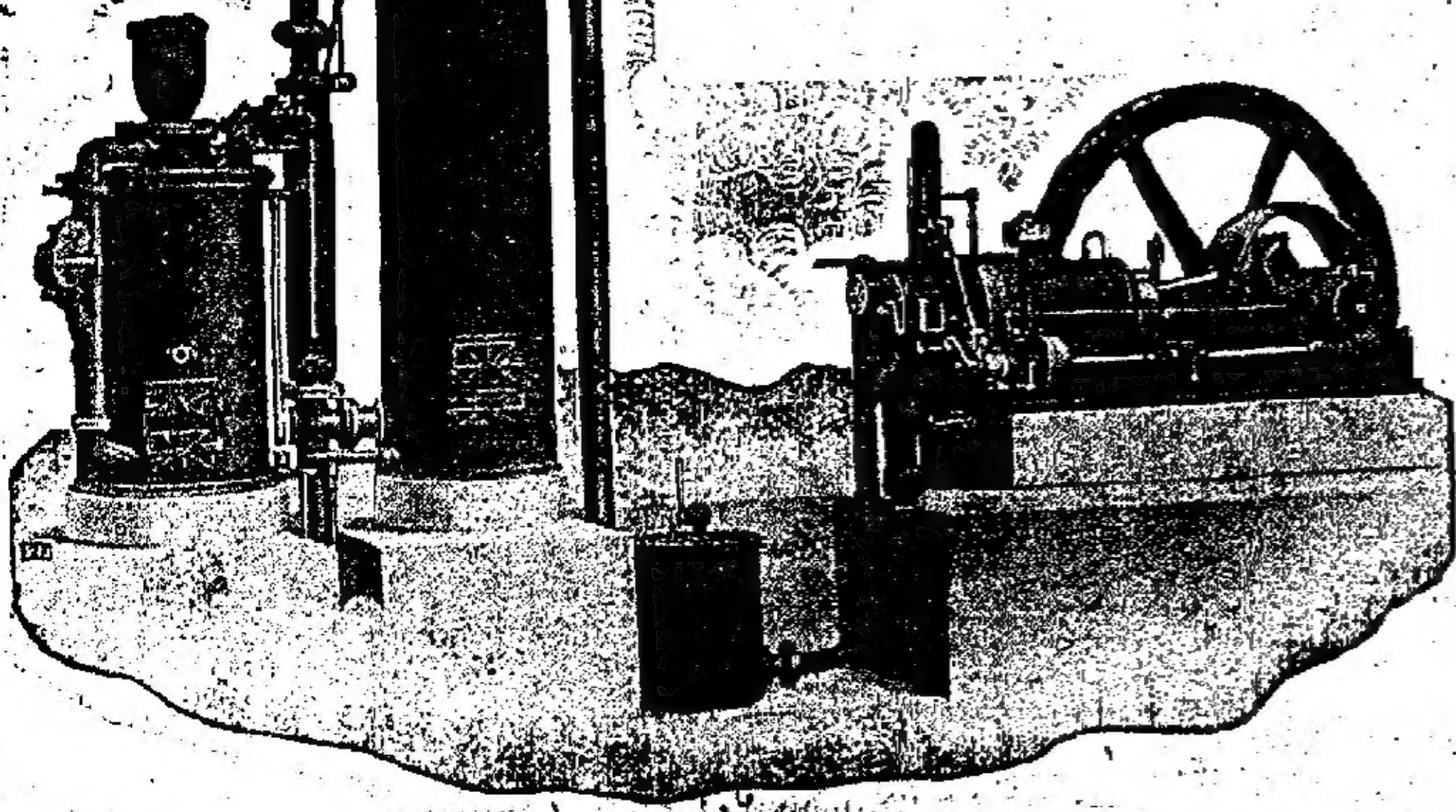
Manila, Europe, &c., INDIA VIA TUPICORIN
(Late Letters 11.00 A.M. to Noon Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed on Fri-
day, 25th inst., at 5 p.m.

Shanghai, SIBERIAN MAIL TO EUROPE
Swatow, Amoy and Foochow
Nagasaki, Kobe, Yokohama, Victoria and Tacoma

Europe, &c., INDIA VIA TUPICORIN
(Late Letters 11.00 A.M. to 11.30 Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)

NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA,
HONOLULU & SAN FRANCISCO

WILLIAM C. JACK & CO., LTD.,
SOLE AGENTS FOR DANIEL'S SUCTION GAS PLANT AND ENGINES.



STANDARD SUCTION GAS PLANT FOR ANTHRACITE,
THE BEST, QUICKEST STARTING, MOST RELIABLE,
LOWEST FUEL CONSUMPTION OF ANY PLANT ON THE MARKET.

As fitted in the "HONGKONG DAILY PRESS" PRINTING OFFICE, where same can be
seen in operation or applying to the Manager.

TO-DAY
2.30 P.M.—Auction of Drapery, &c., at Sales
Rooms, by Messrs. Hughes & Hough.
2.30 P.M.—Meeting of Licensing Board.

FORTHCOMING EVENTS.
Wednesday, 30th Nov.—St. Andrew's Ball.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June,
1910. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 30th Jan. 1910.

Quotations are:	November 23rd.
Malwa New	\$2,300/2,350 per picul.
Malwa Old	\$2,340/2,360 "
Malwa Older	\$2,370/2,400 "
Malwa V. Old	\$2,410/2,450 "
Persian fine quality	\$2,400/1,500 "
Persian extra fine	\$2,400 "
Extra New	\$2,325 per chest.
Extra Old	\$2,300 "
Benares New	\$2,300 "
Benares Old	\$2,300 "

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

November 22nd.

ON LONDON—	Telegraphic Transfer	1/10 1/2
	Bank on demand	1/10 1/2
	Bank Bills, at 30 days' sight	1/10 1/2
	Bank Bills, at 4 months' sight	1/10 1/2
	Bank Bills, at 6 months' sight	1/10 1/2
	Documentary Bills 4 months' sight	1/11
ON PARIS—	Bank Bills, on demand	236 1/2
	Credit, at 4 months' sight	240 1/2
ON GERMANY—	On demand	19 1/2
ON NEW YORK—	Bank Bills, on demand	45 1/2
	Credit, at 60 days' sight	46 1/2
ON HONGKONG—	Telegraphic Transfer	139
	Bank, on demand	139 1/2
ON CALCUTTA—	Telegraphic Transfer	139
	Bank, on demand	139 1/2
ON SHANGHAI—	Bank, at sight	73 1/2
	Private, 30 days' sight	74 1/2
ON YOKOHAMA—	On demand	91 1/2
ON MANILA—	On demand—Pesos	73 1/2
ON BATAVIA—	On demand	112 1/2
ON HATYONG—	On demand	1 1/2 p.m.
ON SINGAPORE—	On demand	1 1/2 p.m.
ON BANGKOK—	On demand	1 1/2 p.m.
SOVEREIGNS, Bank's Buying Rate		\$10.70
GOLD LEAF, 100 fine, per tael		\$55.60
BAR SILVER, per oz.		\$25 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces—\$8.64 discount.
Chinese	10 "—\$8.40 "
Hongkong	20 "—\$7.91 "
Hongkong	10 "—\$8.25 "

SHARE LIST.—QUOTATIONS.

HONGKONG, NOVEMBER 22ND, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$865, buyers
National Bank of China, Limited	99,925	\$7	25	\$86, 10/
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, buyers
China Borneo Company, Limited	60,000	\$12	12	\$10.
China Light and Power Company, Limited	50,000	\$10	10	\$90 ota.
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	1	\$7 1/2, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 90.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	10	\$4 1/2.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 51.
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	7 1/2	\$17 1/2, buyers
DOCK AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	6 1/2	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 70.
Shanghai and Hongkong Wharf & G. Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 95, buyers
FERROVIA & CO., LIMITED	18,000	\$25	25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	7,000	\$10	all	\$205.
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$20.
Hongkong Electric Co., Limited	12,000	\$50	50	\$97.
Hongkong Hotel Company, Limited	8,000	\$25	25	\$70.
Hongkong Ice Company, Limited	5,000	\$25	all	\$135, sellers
Hongkong Rope Manufacturing Co., Limited	6,000	\$10	all	\$19, sellers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	10	\$7.
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	250	\$180, buyers
China Fire Insurance Co., Limited	20,000	\$100	100	\$116, sal. & buy.
China Traders Insurance Co., Limited	25,000	\$33.33	33 1/3	\$37 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	250	\$550, buyers
North-China Insurance Co., Limited	10,000	\$15	15	Tls. 110.
Union Insurance Society, Limited	12,400	\$250	250	\$825, buyers
Yangtze Insurance Association, Limited	12,000	\$100	100	\$195.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	all	\$100, sales
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$7, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	50	\$54.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	50	\$39, sellers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	21	\$43, sellers
Philippine Co., Limited	25,000	\$10	all	\$13, sellers
Peak Tramways Co., Limited	50,000	\$10	10	\$18.
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$125.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$22.
Robinson Pinn Co., Limited	4,000	\$50	50	\$50.
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	25	\$8.
Douglas Steamship Co., Limited	20,000	\$50	all	\$21, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	15	\$31 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	25	58, L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	1	\$3 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	10	\$123, sellers
South China Morning Post, Limited	10,000	\$10	10	\$5.
Steam Laundry Company, Limited	6,000	\$25	25	\$55, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	7	\$24, buyers
Watkins, Limited	10,000	\$10	10	\$3, sellers
A. S. Watson & Co., Limited	95,000	\$10	10	\$64, buyers
Weissmann, Limited	3,000	\$10	10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	10	\$4
Union Waterboat Co., Limited	100 fliers	\$10	10	\$300.
	50,000	\$10	10	\$42.
RUBBERS.				
Anglo-Malaya	750,000	all	5 1/2	all
Balgownie	1,500,000	2 1/2	all	25/
Batu Tiga	151,200	2 1/2	all	31 1/2 (Sta.)
Bukit Kajang	70,000	2 1/2	all	90/
Castlefields, fully paid	80,000	2 1/2	all	65/6
Cheviots	30,000	2 1/2	all	117/6
Eastern and International	250,000	2 1/2	all	13/9 prem.
Highlands and Lowlands	307,143	2 1/2	all	105/
Kamuning	1,025,000	2 1/2	all	5/6 prem.
Kuala Lumpur	180,000	2 1/2	all	16/6
Lahar	100,000	2 1/2	all	74/
Ledbury's	100,000	2 1/2	all	46/3
Linggi	900,000	2 1/2	all	13/3
London Ventures	1,266,000	2 1/2	all	5/6
Marionnaud	1,750,000	2 1/2	all	5/6
Pegohs	45,000	2 1/2	all	33 (Sta.)
Rubber Trust	50,000	2 1/2	all	17/6 prem. sales
Sandycrofts	100,000	2 1/2	all	\$28 (Sta.)
Sapong	65,000	2 1/2	all	26/3
Shelfords	125,000	2 1/2	all	72/6
Singapore and Johore	95,000	2 1/2	all	\$12 (Sta.)
Sumatra Estate	90,000	2 1/2	all	10/
Sungai-Kapang	170,000	2 1/2	all	115/
United Sordangs				

Loan.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.
				FERNON & SMYTH, Share-Brokers.

ALWAYS IN DEMAND.

A SUCCESS BASED ON EXCELLENCE.

"THREE CASTLES"

CIGARETTES.

MILD (Green label).
MEDIUM (Yellow label).
MAGNUMS (large size).

In 20's Packets or 50's Air Tight Tins.

These Popular Cigarettes are Manufactured in BRISTOL from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established. They have a value which convinces the smoker, because they are the result of expert choosing and handling from Tobacco field to the packet or tin.

Sold Everywhere.

THE REMINGTON TYPEWRITER

(WHICH WAS THE ORIGINAL TYPEWRITING MACHINE)



has always been, and it is to-day the
"RECOGNIZED LEADER
AMONG TYPEWRITERS."

The annual sales of the Remington
Typewriter greatly exceed those of
any other writing machine.

The number of Remingtons in use
throughout the World to-day is
greater than that of any writing
machine, or of many others
combined.

BECAUSE

IT IS UNPARALLELED IN QUALITY.

The very name "Remington" stands for strength and reliability in a
typewriter.

At the Brussels International Exposition the Remington Typewriter
Co., in accordance with their well-known practice for several years past,
did not enter into any competition for Prizes or Awards for their
machines.

Having been awarded innumerable distinctions at all important
exhibitions for many years, the Company decided some years ago that
this kind of advertisement was no longer of any advantage to them, and
therefore discontinued to enter into competition at exhibitions.

CAUTION.

Beware of skilfully renovated old Remingtons, sometimes put up in
original packing, which are on the market just now and sold under
various descriptions, such as "Re-constructed," etc.

They are offered at very low prices, and though APPARENTLY new
are in reality quite worn out and valueless.

For Prospectus, Prices, etc., apply to:—

REMINGTON TYPEWRITER Co. (Incorporated).

SIEMSEN & CO.

(Machinery Department),

HONGKONG AND CHINA,

General Agents for South China and Formosa.

N.B.—A skilful operator will be sent to your Office to explain the mechanism of the latest
models if desired.

[1242]

PASSENGERS.

ARRIVED.	DEPARTED.
Per <i>Tonare</i> , from Haiphong, Mr Teinstein, Mr Mahe, Mr and Mrs Lechaud and child. Per <i>Longgang</i> , from Manila, Messrs G. R. Stilling, H. B. Robinson and H. Petersen. Per <i>Kumano Maru</i> , from Japan, &c., for Hongkong, Mrs H. Arai and child, Mr K. Komatsu, Mr and Mrs K. Matsuda and 2 children, Mr A. Slingsby, Mrs G. E. Willmot, Mr C. T. Walker, Mr W. E. Clark, Mr K. Gohara, Mr H. Honda and child, Mr S. Fukun- chi, Miss M. Nomura, Mr J. D. Stilleman, Misses M. and S. Takamichi, Miss M. Uyeno and Mr F. C. Vaughan; for Manila, Mrs T. Habu and 2 children, Mr Ishii and Mrs Y. Habu, for Thursday Island, Mr and Mrs M. Hamana; for Brisbane, Mr and Mrs W. Squire; for Sydney, Mr D. Blair, Mr O. Shaw and Mr M. Olate; for Melbourne, General S. Hogge. Per <i>Polynesia</i> , for Hongkong, from Melbourne, Mr and Mrs Dureteste, Mr and Mrs Miss Bardot and his sister, Miss and Mrs Boas, Mr G. Noral, Mr and Mrs G. Noral, and Rev. Pere Moral, Mr and Mrs G. Noral, Guibert; from Colombo, Mr and Mrs G. Noral, shahine; from Singapore, Mr and Mrs G. Noral, Mr and Mrs Frischo, Mrs Chavignon and child, Mr and Mrs Popp, Rev. Pere Rambaud, Rev. Pere Fye, Rev. Pere Gonon, Rev. Guillou,	Rev. Clement, Messrs Scours, Engerico and Elizabeth, Mrs Lastra and infant, Mr Dhuita, Mr and Mrs Moisson; from Singapore, Mr Conslay; from Saigon, Mr Verner and Mr Katz; for Kobe, from Saigon, Mrs Kano and Mr Gagnai; for Yokohama, from Mr Muraour, Mrs Suyano, Mr Dubourg, Mr A. Nayer and Mr Oumozons; from Singapore, Mr and Mrs Brochy and 2 infants; from Saigon, Mr Lanno. Per <i>Haitan</i> , for Foochow, Misses Mander and Butler. TO DEPART. Per <i>Kamo Maru</i> , for London, Lt.-Col. and Mrs B. Van Dani, Master Dani, Miss Neeser, Miss Leigh, Miss Corbett, Mr and Mrs Fukano and child, Capt. Y. Taketa, Mr C. A. Ross, Mr J. McHugh, Mr and Mrs G. W. Baroda and 4 children, Mrs Morton, Miss L. Denny, Mr J. J. L. Kennedy, Col. Woodward, Admiral Dundas, Misses Dundas (2), Master Dundas, Miss Flet- cher, Miss Clarke, Baroness D'Anothan, Miss seilles, Mr and Mrs Dureteste, Mr and Mrs Haggard, Dr. and Mrs Rositor, Mr Carleton, Mr M. R. Cleary, Mr Hardie, Mrs and Miss Suyutshin, Master Suyutshin, Mr T. Yukino, Mr Trammis, Mr P. H. Keeney, Mrs J. J. Keeney, Mr R. A. Brown, Major E. J. Nichol- son, Mr John Kerr, Dr. J. B. Saunders, Mr Y